Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Message Text

PAGE 01 STATE 055011
ORIGIN EB-08

INFO OCT-01 EUR-12 EA-07 ISO-00 CAB-02 SSO-00 CIAE-00
DODE-00 NSAE-00 NSCE-00 USIE-00 INRE-00 COME-00
DOTE-00 INR-07 FAA-00 NSC-05 SS-15 /057 R

DRAFTED BY EB/AN:TJROESCH:VLV
APPROVED BY EB/AN:RABROWN
EA/J - D.SMITH
CAB - RTJOHNSON
----------112327Z 001828 /75-62
O 112212Z MAR 77
FM SECSTATE WASHDC
TO AMEMBASSY TOKYO IMMEDIATE
INFO AMEMBASSY LONDON IMMEDIATE
AMEMBASSY ROME IMMEDIATE

LIMITED OFFICIAL USE STATE 055011

LONDON AND ROME FOR STYLES, USCIVAIRDEL

E.O. 11652: N/A

TAGS: EAIR, JA

SUBJECT: CIVAIR - CAB PROPOSES RESTRICTION ON CERTAIN JAL CHARTER FLIGHTS.

1. ON MARCH 14 USCAB WILL INFORM JAL'S WASHINGTON ATTORNEY BY LETTER THAT LACK OF RECIPROCITY BY JAPAN FORCES BOARD TO PROPOSE RESTRICTION ON CERTAIN JAL CHARTER FLIGHTS, I.E., THOSE FLIGHTS WHICH OBTAINED HANEDA TIME SLOTS FROM BLOCKED OFF SCHEDULED FLIGHTS RATHER THAN FROM A SLOT QUOTA SET ASIDE FOR CHARTERS. ACTION WOULD BE EFFECTIVE APRIL 1. USDEL PLANS TO RAISE SUBJECT AT UPCOMING CIVAIR NEGOTIA-TIONS. UNDER PROPOSED RESTRICTION, IF JAL CLAIMS TIME
LIMITED OFFICIAL USE
LIMITED OFFICIAL USE

PAGE 02 STATE 055011

SLOTS FOR FUTURE CHARTER FLIGHTS ARE NOT FROM BLOCKED OFF SCHEDULED FLIGHTS, USG WOULD THEN HAVE EVIDENCE THAT SLOTS ARE SUFFICIENT FOR CHARTER FLIGHTS AND, PARTICULARLY,FOR FLIGHTS BY US SUPPLEMENTALS.

2. TEXT OF CAB'S LETTER FOLLOWS IN PARA 3. REQUEST EMBASSY PRESENT COPY OF TEXT TO APPROPRIATE JCAB AUTHORITIES ON MARCH 14 UNDER COVER OF EMBASSY LETTER. FYI. CAB WILL ALSO SUPPLY COPY OF LETTER TO JAPANESE EMBASSY ON MARCH 14.

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

3. BEGIN TEXT: DEAR MR. SHORT: BY APPLICATIONS FILED FEBRUARY 3, 15, AND 28, 1977, JAPAN AIR LINES COMPANY, LTD.

(JAL) REQUESTED STATEMENTS OF AUTHORIZATION TO OPERATE THE FOLLOWING CARGO CHARTER FLIGHTS:

CHARTERER	ROUTING	DATE
ITO YOKADO	MOSES LAKE-HANEDA	2/14/77
COLORADO INTERNATIONAL EXPORTS	MOSES LAKE-FUKUOKA	2/17/77
COLORADO INTERNATIONAL EXPORTS	MOSES LAKE-FUKUOKA	2/22/77
COLORADO INTERNATIONAL EXPORTS	MOSES LAKE-FUKUOKA	2/23/77
DAIEI COMPANY	MOSES LAKE-FUKUOKA	2/27/77
ITO YOKADO	MOSES LAKE-HANEDA	3/3/77
DAIEI COMPANY	MOSES LAKE-OSAKA	3/6/77
B. J. HOLMES COMPANY . .	MOSES LAKE-OSAKA	3/9/77

LIMITED OFFICIAL USE
LIMITED OFFICIAL USE

PAGE 03 STATE 055011

IN ACCORDANCE WITH OUR WRITTEN REQUEST OF NOVEMBER 15, 1976, JAL SUPPLEMENTED ITS APPLICATIONS WITH THE STATEMENT THAT LANDING AUTHORIZATION BECAME AVAILABLE FOR THESE FLIGHTS AS A RESULT OF BLOCK-OFFS OF JAL SCHEDULED CARGO FLIGHTS.

AS YOU ARE AWARE, TRANS INTERNATIONAL AIRLINES, INC. (TIA) AND WORLD AIRWAYS, INC. (WORLD) HAVE HAD A STANDING OBJECTION ON FILE, SINCE AUGUST 1976, TO ALL OFF-ROUTE CHARTER APPLICATIONS FILED BY JAL. IN ADDITION, ON FEBRUARY 3, 1977, AS PART OF A PETITION FOR REVIEW OF STAFF ACTION PREVIOUSLY GRANTING JAL OFF-ROUTE CHARTER AUTHORITY, TIA AND WORLD HAVE REITERATED THEIR OBJECTION TO ISSUANCE OF OFF-ROUTE AUTHORITY TO JAL. BASICALLY, THE CARRIERS ARGUE THAT THE EARLY DENIAL OF LANDING RIGHTS TO US SUPPLEMENTAL CARRIERS BY THE JCAB, AND SUBSEQUENT UNCERTAINTY OF OBTAINING LANDING AUTHORIZATION, CONSTITUTE A LACK OF RECIPROCITY WITHIN THE CONTEXT OF SECTION 212.6 OF THE BOARD'S REGULATIONS WARRANTING DENIAL OF OFF-ROUTE CHARTER AUTHORITY TO JAL; THAT AS A RESULT OF THE UNCERTAINTY OF OBTAINING LANDING AUTHORIZATION, PREVIOUS AND POTENTIAL CHARTERERS NO LONGER SEEK TIA'S AND WORLD'S SERVICES, THEREBY DIVERTING TRAFFIC TO JAL AND THE US ROUTE CARRIERS WHO ARE

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

ASSURED OF OBTAINING LANDING AUTHORIZATIONS; AND THAT, CONSEQUENTLY, THE SUPPLEMENTALS HAVE BEEN EFFECTIVELY

CLOSED OUT OF THE US-JAPAN CHARTER MARKET. IN ADDITION, TIA AND WORLD CONTEND THAT JAL'S BLOCKING-OFF TECHNIQUE TO SECURE SLOT TIME AT HANEDA HAS NO BEARING ON THE QUESTION OF RECIPROCITY, AND THUS, DOES NOT CONSTITUTE A SOUND BASIS FOR ISSUING JAL OFF-ROUTE CHARTER AUTHORITY. IN FACT, THE SUPPLEMENTALS ARGUE THAT THE BLOCKING-OFF TECHNIQUE PLACES JAL AT A DISTINCT COMPETITIVE ADVANTAGE OVER US CARRIERS. BASED UPON THE ABOVE, THE SUPPLEMENTALS INSIST THAT ISSUANCE OF OFF-ROUTE AUTHORITY TO JAL IS NOT JUSTIFIED
LIMITED OFFICIAL USE
LIMITED OFFICIAL USE

UNDER SECTION 212.6 OF THE BOARD'S REGULATIONS.

UPON CONSIDERATION OF JAL'S APPLICATIONS, THE OBJECTIONS THERETO, AND ALL RELEVANT FACTORS, THE DIRECTOR, BUREAU OF OPERATING RIGHTS, ACTING PURSUANT TO DELEGATED AUTHORITY, GRANTED JAL OFF-ROUTE CHARTER AUTHORITY TO OPERATE THE CARGO CHARTER FLIGHTS ON BEHALF OF ITO YOKADO, COLORADO INTERNATIONAL EXPORTS, B. J. HOLMES COMPANY, AND DAIEI COMPANY AS DESCRIBED HEREIN. THIS AUTHORITY WAS ORALLY CONVEYED TO YOU ON FEBRUARY 10, 14, 18, AND MARCH 2, 1977, AND IS CONFIRMED HEREIN.

NEVERTHELESS, AS JAL IS CERTAINLY AWARE, THE BOARD HAS BEEN CONCERNED FOR SOME TIME ABOUT THE DENIAL OF LANDING SLOTS TO US SUPPLEMENTAL CARRIERS, ALTHOUGH THEIR PROPOSED OPERATIONS WERE WELL WITHIN THE QUOTA PREVIOUSLY AUTHORIZED THEM BY THE JAPANESE GOVERNMENT. INITIALLY, IN RECOGNITION OF THE GENUINE CONGESTION PROBLEM AT HANEDA, WE WERE WILLING TO VIEW THESE DENIALS OF SLOT TIMES AS A REGRETTABLE RESULT OF THIS CONGESTION, ALTHOUGH THE BOARD INFORMALLY COMMUNICATED TO THE JAPANESE GOVERNMENT OUR CONCERNS THAT THE ALLOCATION PROCESS WAS DENYING LEGITIMATE BUSINESS OPPORTUNITIES TO THE SUPPLEMENTAL CARRIERS. ADDITIONALLY, WE WERE ENCOURAGED THAT AFTER THESE REPRESENTATIONS, A NUMBER OF LANDING AUTHORIZATIONS WERE GRANTED TO THE SUPPLEMENTALS IN OCTOBER AND NOVEMBER OF 1976.

RECOGNIZING THAT THE SUPPLEMENTALS WERE ACCORDED A PRIORITY IN THE ALLOCATION PROCESS LOWER THAN THAT OF SCHEDULED CARRIERS, THE UNITED STATES, IN TALKS WITH THE JAPANESE GOVERNMENT LAST FALL, AND SUBSEQUENTLY BY INTERGOVERNMENTAL COMMUNICATION, FORMALLY REQUESTED THAT THE JAPANESE GOVERNMENT PROVIDE EQUAL TREATMENT TO BOTH SCHEDULED AND SUPPLEMENTAL AIRLINES IN THE ALLOCATION OF SLOT TIMES.
LIMITED OFFICIAL USE

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

HOWEVER, THE EARLIER PATTERN OF DENIALS AND THE UNWILLING-
NESS OR INABILITY OF THE JAPANESE AUTHORITIES TO PROVIDE
DECISIONS ON LANDING SLOTS WELL IN ADVANCE OF PROPOSED

FLIGHTS HAD THE CUMULATIVE EFFECT OF DISCOURAGING PREVIOUS
AND POTENTIAL CHARTERERS FROM UTILIZING THE SERVICES OF
THE US SUPPLEMENTAL CARRIERS AND INDEED OF INDUCING THEM
TO TRANSFER THEIR CHARTERS LARGELY TO JAL, WHICH WAS IN A
POSITION TO REPRESENT THAT IT HAD LANDING SLOTS. THE END
RESULT, WHILE PERHAPS NOT DELIBERATE, IS THAT THE ALLOCA-
TION OF SLOT TIME BY THE JAPANESE AUTHORITIES HAS EFFEC-
TIVELY EXCLUDED THE SUPPLEMENTAL CARRIERS FROM THE US-JAPAN
CHARTER MARKET AND HAS DENIED THEM THE BUSINESS OPPORTUN-
ITIES THE JAPANESE GOVERNMENT HAD PREVIOUSLY AUTHORIZED
THEM TO SEEK.

IN CONSIDERATION OF THE ABOVE, SINCE NOVEMBER 15, 1976, WE
HAVE REQUIRED JAL TO FURNISH WITH EACH OF ITS OFF-ROUTE
CHARTER APPLICATIONS A STATEMENT AS TO HOW SLOT TIME AT
HANEDA BECAME AVAILABLE TO OPERATE THE PROPOSED OFF-ROUTE
CHARTER, IN ORDER TO HAVE A BETTER MEANS WITH WHICH TO
DETERMINE THE EXISTENCE OF RECIPROCITY. THESE FILINGS
INDICATE THAT, IN VIRTUALLY ALL CASES, JAL OBTAINED THE
NECESSARY LANDING SLOTS BY BLOCKING OFF ONE OF ITS
REGULARLY SCHEDULED FLIGHTS AND REPLACING IT WITH THE
CHARTER FLIGHT. THIS TECHNIQUE OF OBTAINING SLOT TIME
APPEARS TO ACCOUNT FOR THE SUBSTANTIAL INCREASE IN JAL'S
US-ORIGINATING OFF-ROUTE OPERATIONS, DESPITE EVER INCREAS-
ING CONGESTION AT HANEDA, WHILE, AT THE SAME TIME, US
CARRIER CHARTER OPERATIONS--BOTH SCHEDULED AND SUPPLEMEN-
TAL--HAVE SUBSTANTIALLY DECREASED. IN 1975 AND 1976, JAL
OPERATED 27 AND 55 OFF-ROUTE CHARTERS, RESPECTIVELY. IN
THE FIRST THREE MONTHS OF 1976, JAL OPERATED TWO SUCH
CHARTERS; TO DATE, IN THE CORRESPONDING PERIOD FOR 1977
JAL HAS APPLIED FOR 19. IN ADDITION, WE UNDERSTAND AT
LIMITED OFFICIAL USE
LIMITED OFFICIAL USE

LEAST FIVE MORE APPLICATIONS WILL BE FILED IN MARCH. WE
WOULD AGREE THAT THE OCCASIONAL CANCELLATION OF A LESS THAN
PLANELOAD SHCEDULED FLIGHT IN FAVOR OF A PLANELOAD CHARTER
FLIGHT IS A REASONABLE OPERATING TACTIC BY ANY SCHEDULED
CARRIER. NEVERTHELESS, THIS PERSISTENT AND EVER-INCREASING
PRACTICE BY JAL, SINCE AT LEAST NOVEMBER 15, 1976, HAS
REACHED A LEVEL WHICH RAISES SERIOUS QUESTIONS AS TO THE
NATURE OF THE SCHEDULED SERVICE PROVIDED BY JAL. IN SUM,
IT APPEARS CLEAR THAT JAL IS UNDULY UTILIZING FOR CHARTER
OPERATIONS THE SLOTTING RESOURCES WHICH WERE ALLOCATED TO

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

IT ON THE BASIS OF A SCHEDULED SERVICE; THAT US CARRIERS ARE BEING DEPRIVED OF A FAIR OPPORTUNITY TO COMPETE IN THE US-JAPAN CHARTER MARKET; AND, INDEED, THAT THE TRAFFIC IS BEING DIVERTED FROM US CARRIERS TO JAL AS A RESULT OF THE SLOTTING PROCEDURES.

THE US-JAPAN BILATERAL CIVIL AIR TRANSPORT AGREEMENT, EFFECTIVE SEPTEMBER 15, 1953, DOES NOT ENCOMPASS

NONSCHEDULED AND CHARTER OPERATIONS. AN EXCHANGE OF NOTES, ALSO DATED SEPTEMBER 15, 1953, DOES SET FORTH SOME UNDERSTANDING CONCERNING THE OPERATION OF CHARTERS. THIS EXCHANGE OF NOTES, HOWEVER, CANNOT BE CONSTRUED AS EXTEND-ING TO THE OPERATION OF CHARTER FLIGHTS MADE POSSIBLE BY THE PERSISTENT PRACTICE OF BLOCKING OFF SCHEDULED FLIGHTS.

MOREOVER, AS INDICATED ABOVE, THE PRACTICAL EFFECT OF THIS PRACTICE HAS BEEN TO ACCORD JAL A MONOPOLY ON US-ORIGINAT-ING US-JAPAN CHARTERS, SINCE THE ABILITY OF US CARRIERS TO MARKET THESE OPERATIONS HAS BEEN SEVERELY ERODED. WHILE WE FULLY APPRECIATE THE CONGESTION PROBLEM AT HANEDA, WE BELIEVE THAT IF A SHORTAGE OF SLOT TIME EXISTS, AS HAS BEEN REPRESENTED, IT IS ONLY EQUITABLE THAT THE EFFECT OF THE SHORTAGE BE SHARED BY ALL CARRIERS SERVING TOKYO, NOT JUST BY US SUPPLEMENTAL CARRIERS. IN THIS SAME VEIN, WE BELIEVE FIRMLY THAT IF SLOT TIME BECOMES AVAILABLE AT
LIMITED OFFICIAL USE
LIMITED OFFICIAL USE

HANEDA BECAUSE OF THE CANCELLATION OF SCHEDULED FLIGHTS, THE EXTRA SLOT(S) SHOULD BE AVAILABLE TO US CARRIERS AS WELL AS TO JAL.

BASED UPON THE FOREGOING, WE HAVE TENTATIVELY CONCLUDED THAT WE CAN NO LONGER MAKE A FINDING OF RECIPROCITY, AS IS REQUIRED FOR ISSUANCE OF OFF-ROUTE CHARTER AUTHORITY TO JAL PURSUANT TO SECTION 212.6 OF THE BOARD'S ECONOMIC REGULATIONS, AS PERTAINS TO OFF-ROUTE CHARTER OPERATIONS BETWEEN THE UNITED STATES AND HANEDA, THE SLOT TIME FOR WHICH IS OBTAINED BY BLOCKING OFF OF A SCHEDULED FLIGHT. ACCORDINGLY, IT IS OUR PRESENT INTENTION NO LONGER TO GRANT OFF-ROUTE CHARTER AUTHORITY TO JAL FOR ANY FLIGHTS THE SLOT TIME FOR WHICH WAS OBTAINED BY THE BLOCKING OFF OF A SCHED-ULED FLIGHT OF JAL. WE WILL, HOWEVER, BE WILLING TO CON-SIDER APPLICATIONS, WHERE THE SLOT TIME WAS ISSUED JAL FROM WITHIN THE PRESCRIBED ALLOTMENT FOR CHARTER FLIGHTS, OR WHERE A SLOT IN ADDITION TO THE PRESCRIBED ALLOTMENT WAS ISSUED JAL, PROVIDED THAT REQUESTS BY US CARRIERS (SCHED-ULED AND SUPPLEMENTAL) FOR SLOTS WITHIN AND ABOVE THE STANDARD ALLOTMENT ARE ALSO GRANTED, IN PROPORTION TO THOSE GRANTED JAL, BY THE JAPANESE GOVERNMENT. FOR THIS REASON THE POLICY STATED ABOVE IS NOT A BLANKET DENIAL OF OFF-

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

ROUTE CHARTER AUTHORITY TO JAL FOR OPERATIONS BETWEEN THE UNITED STATES AND HANEDA. NOR IS THIS POLICY A BLANKET DENIAL OF OPERATING AUTHORITY BETWEEN THE UNITED STATES AND OTHER JAPANESE POINTS. INDEED, APPLICATIONS FOR OPERATIONS BETWEEN THE UNITED STATES AND JAPANESE POINTS OTHER THAN HANEDA WILL BE CONSIDERED AS IN THE PAST, AND WILL NOT BE SUBJECT TO THE REQUIREMENT CONCERNING THE PROCUREMENT OF SLOT TIME. IN THIS REGARD, WE WOULD EXPECT, OF COURSE, THAT OPERATIONS OF US CARRIERS BETWEEN THE UNITED STATES

AND OTHER JAPANESE AIRPORTS WILL CONTINUE TO BE ACCORDED CONSIDERATION EQUAL TO THAT ACCORDED THE OPERATIONS OF JAL.

LIMITED OFFICIAL USE
LIMITED OFFICIAL USE

WE RECOGNIZE THAT THE FOREGOING TENTATIVE CONCLUSIONS REFLECT A CHANGE IN POLICY, AND THAT SOME ADVANCE NOTICE OF SUCH CHANGE IS DESIRABLE. MOREOVER, THE UNITED STATES AND JAPAN WILL CONDUCT INTERGOVERNMENTAL DISCUSSIONS ON CIVIL AVIATION BEGINNING MARCH 23, AND WE WOULD WISH TO CONSIDER THE VIEWS OF THE JAPANESE AUTHORITIES BEFORE REACHING FINAL CONCLUSIONS. A COPY OF THIS LETTER IS BEING PROVIDED TO THE JAPANESE AUTHORITIES. ACCORDINGLY, WE ARE DEFERRING THE IMPLEMENTATION OF THE NEW POLICY UNTIL APRIL 1, 1977. IN THE MEANTIME, WE HAVE GRANTED JAL AUTHORITY TO OPERATE THE OFF-ROUTE CARGO CHARTER FLIGHTS DESCRIBED HEREIN, AS WE HAVE GRANTED AUTHORITY IN THE PAST FOR SIMILAR OPERATIONS. IN ADDITION, WE DECIDED TO GRANT JAL AUTHORITY TO OPERATE ITS PROPOSED FLIGHTS ON BEHALF OF THE GENERAL ELECTRIC COMPANY ON FEBRUARY 13, 19, MARCH 2 AND 8, 1977. THIS AUTHORITY WAS ORALLY CONVEYED TO YOU ON FEBRUARY 10 AND 14, 1977, AND IS CONFIRMED HEREIN. ASIDE FROM THE CONSIDERATIONS NOTED ABOVE, OUR DECISION WITH RESPECT TO THE GE PROGRAM WAS INFLUENCED BY THE FACT THAT WE HAVE BEEN AWARE OF THE PROGRAM FOR SEVERAL MONTHS NOW AND, IN FACT, JAL WAS GRANTED A WAIVER OF THE CHARTER-WORTHINESS RESTRICTIONS BY THE BOARD IN ORDER TO OPERATE THE PROGRAM. UNDER THESE CIRCUMSTANCES, WE FOUND THAT IT WOULD NOT BE EQUITABLE TO GE TO DEPRIVE IT OF ITS PROGRAM SO CLOSE TO THE PROPOSED FLIGHT DATES.

IN SUM, PRIOR TO THE TALKS WITH THE JAPANESE IN MARCH, WE ARE PREPARED TO CONSIDER ALL OFF-ROUTE CHARTER APPLICATIONS BY JAL. HOWEVER, AFTER APRIL 1, UNLESS A RESOLUTION OF THIS MATTER IS REACHED IN THE UPCOMING TALKS, WE INTEND TO DENY OFF-ROUTE CHARTER APPLICATIONS FILED BY JAL FOR OPER-ATIONS BETWEEN THE UNITED STATES AND HANEDA WHERE THE SLOT TIME FOR THE FLIGHT BECAME AVAILABLE TO JAL AS A RESULT OF A BLOCK-OFF OF ONE OF JAL'S SCHEDULED FLIGHTS.

BASED UPON THE FOREGOING, THE BOARD HEREBY CONFIRMS THE

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

ORAL ACTIONS OF THE DIRECTOR, BUREAU OF OPERATING RIGHTS, TAKEN FEBRUARY 10, 14, 18, AND MARCH 2, 1977, UNDER DELEGATED AUTHORITY, GRANTING JAL STATEMENTS OF AUTHORIZATION TO OPERATE THE FOLLOWING CARGO AND PASSENGER CHARTER FLIGHTS:

ROUTING		DATE	CHARTERER
MOSES LAKE-HANEDA	CARGO	2/14/77	ITO YOKADO

ROUTING		DATE	CHARTERER
MOSES LAKE-FUKUOKA	CARGO	2/17/77	COLORADO INTL.EXPTS.
DETROIT/TOKYO/HONG KONG/DETROIT	PASSENGER	2/19-28/77	GENERAL ELECTR. CO.
MOSES LAKE-FUKUOKA	CARGO	2/22/77	COLORADO INTL.EXPTS.
MOSES LAKE-FUKUOKA	CARGO	2/23/77	COLORADO INTL.EXPTS.
MOSES LAKE-FUKUOKA	CARGO	2/27/77	DAIEI COMPANY
ATLANTA-TOKYO	PASSENGER	3/2-12/77	GENERAL ELECTR.CO.
TAMPA/LOS ANGELES/TOKYO	PASSENGER	3/8-18/77	GENERAL ELECTR. CO.
MOSES LAKE-HANEDA	CARGO	3/3/77	ITO YOKADO

MOSES LAKE-OSAKA	CARGO	3/6/77	DAIEI COMPANY
MOSES LAKE-OSAKA	CARGO	3/9/77	B.J.HOLMES CO.

FOR THE CIVIL AERONAUTICS BOARD: PHILLIS T. KAYLOR, SECRETARY. END TEXT.

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

VANCE

LIMITED OFFICIAL USE

<< END OF DOCUMENT >>

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009

Message Attributes

Automatic Decaptioning: X
Capture Date: 22-Sep-1999 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: SUPPLEMENTAL AIRLINES
Control Number: n/a
Copy: SINGLE
Sent Date: 11-Mar-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE055011
Document Source: ADS
Document Unique ID: 00
Drafter: EB/AN:TJROESCH:VLV
Enclosure: n/a
Executive Order: N/A
Errors: n/a
Expiration:
Film Number: D770085-0180
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t197703111/baaaevkv.tel
Line Count: 384
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, TEXT ON MICROFILM
Message ID: 86a301b0-c288-dd11-92da-001cc4696bcc
Office: ORIGIN EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 7
Previous Channel Indicators:
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 14-Feb-2005 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2964736
Secure: OPEN
Status: NATIVE
Subject: CIVAIR - CAB PROPOSES RESTRICTION ON CERTAIN JAL CHARTER FLIGHTS.
TAGS: EAIR, JA, JAL
To: TOKYO INFO LONDON MULTIPLE
Type: TE
vdkvgwkey: odbc://SAS/SAS.dbo.SAS_Docs/86a301b0-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009